## GENERAL NOTES

- 1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- 2. UNLESS NOTED OTHERWISE, STATIONS AND OFFSETS REFER TO CENTERLINE OF PROJECT.
- 3. IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 4. ANY SIGNS WHICH ARE TO BE REMOVED SHALL REMAIN THE PROPERTY OF IDOT AND SHALL BE DELIVERED TO THE DISTRICT SIGN SHOP.
- 5. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT, EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- 6. FIELD/RESIDENT ENGINEER SHALL CONTACT OPERATIONS TO REQUEST BURIED LIGHT WIRING BE LOCATED AND MARKED IN ORDER TO PREVENT DAMAGE DURING CONSTRUCTION.

## COMMITMENTS:

THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS COVERING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN. AND TO ALLOW IMPROVED DESIGN FOR THE FUTURE.

## INDEX OF SHEETS

- COVER SHEET
- 2 GENERAL NOTES, INDEX OF SHEETS
- 3-4 SUMMARY OF QUANTITIES
- 5-7 SCHEDULE OF QUANTITIES
- 8-12 LOCATION MAPS
- 13-38 PLAN SHEETS
- 39 SIGNING DETAILS

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Laura R Mlacrih PROGRAM DEVELOPMENT ENGINE		

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